

## PUBLIC COMMENTS (PC)-T

### PC-T1






**From:** Sam Hachidori [hachidori@cox.net]  
**Sent:** Tuesday, July 17, 2012 10:52 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Improvement

Hi,  
Study after study shows that increased freeways lead to increased need for freeways. If you widen the 405 you will end up with a situation where more people are then using the 405 and then we will again be looking at what to do about the congestion on the 405. What about a public transportation option?  
With the projections for population increases, plus our economic dependence on tourism, it doesn't make sense to ignore our embarrassing lack of options. As a business owner and a frequent traveler, I'm begging you to please not widen the 405, look at other options to move people around. It is good for the economy and the environment.  
Thank you,  
Kristina Tackett  
Owner  
Mille Fleurs  
34495 Golden Lantern St  
Dana Point, CA. 92629

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### PC-T2

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h3 style="margin: 0;">Comment Sheet</h3>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p><b>Meeting Venue (please check one of the following):</b></p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College             <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium  <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center             <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center         </p>	
<p>Name (First and Last): <u>FATU TALOLO</u></p> <p>Organization: <u>Labor Local 652</u></p> <p>Address (Optional): <u>16720 BROOKHURST ST STE G270</u></p> <p>Phone Number: <u>(714) 678-7646</u> Email address: _____</p> <p style="text-align: center;"><u>FOUNTAIN VALLEY CA 92708</u></p>	
<p>Comments: <u>FREEWAY IS TO CONGESTED.</u>  <u>605 TO THE 73 WOULD HELP</u>  <u>THAT PROBLEM. WOULD BRING REBREWNEW</u>  <u>TO THE CITY AND WORK.</u></p>	
<p>(Space for comments continued on reverse)</p>	
   	

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## PC-T3

**From:** Rex Tam [rex.tam@alum.calberkeley.org]  
**Sent:** Wednesday, June 13, 2012 8:05 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405 Improvement Project Comments

1. Are all the various alternatives predicated on the same alternative being approved for the portion of the 405 going into LA county?

I am a resident of Seal Beach, and we are in the midst of an expansion (West County Connectors Project) that was to align the I-405 carpool lanes so as to alleviate bottlenecks due to misalignments. It is pointless to create the infrastructure to expand the freeway in Orange County, only to create another bottleneck in West Orange County which would again congest traffic.

2. If any of the options is selected, would it impact any of the West County Connectors Project overpasses that are being rebuilt?

At this point in time, the Seal Beach Boulevard and Valley View Street overpasses to the 405 need to be rebuilt for the West County Connectors Project. It would be wasteful of tax money to redo these overpasses which are not even yet completed.

3. Alternative 3 is objectionable.

Access to the carpool lane should remain free ANYTIME people carpool (not like the 91 where a special access permit is required and are for regular carpoolers only). Carpool lanes were introduced to encourage drivers to carpool and thus reduce emissions as well as get an added incentive (i.e. carpool lanes may be faster than the general purpose lanes). Payment to use the two toll lanes does not alleviate traffic and help the environment, it just alleviates traffic for those willing to pay (oftentimes single passenger cars) and dis-incentives non-regular carpoolers.

4. If up to four lanes being added is under consideration (and assuming that LA County will as well), what about thoughts of using that space to build a light rail system in that space? A lot of congestion is from south Orange County to LAX. I would love to see such an option. I currently drive 12 miles to Norwalk and take the Metro for the last 12 miles to El Segundo.

## PC-T4

**From:** Linda Tam [linda.tam@earthlink.net]  
**Sent:** Monday, June 25, 2012 9:10 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** COMMENTS ON I-405 IMPROVEMENT PROJECT

Hello,

I am writing to express my concerns about the project. As a Seal Beach resident, we have a 405 expansion project under way (West County Connectors Project) to align the carpool lanes so as to alleviate bottlenecks due to misalignments. It is pointless to create the infrastructure to expand the freeway in Orange County, only to create another bottleneck in West Orange County which would again congest traffic. Will all the various alternatives predicated on the same alternative being approved for the portion of the 405 going into LA county?


The West County Connectors Project is also re-building several overpasses over the 405, will any of the options impact the efforts that have been expended on the overpasses? At this point in time, the Seal Beach Boulevard and Valley View Street overpasses to the 405 need to be rebuilt for the West County Connectors Project. It would be a shameful wasteful of tax money to redo these overpasses which are not even yet completed.

I stand against Alternative 3 because carpool lanes help the environment but toll lanes just divide us into haves and have-nots based on ability to pay the toll. Note also that tourists fall into the have-nots category, since it is impractical to get the transponder for a short visit to the county. Do we really want to make our roads less tourist-friendly? The freeways are a taxpayer-supported resource and should remain free.

sincerely,  
 Linda Tam  
 4324 Ironwood Ave  
 Seal Beach, CA 90740

PC-T5

PC-T5 Translation



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**





☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

*José Luis Tapia*

Name (First and Last):	
<i>2502 N. Jacaranda Santa Ana CA 92705</i>	
Organization:	
<i>Local 652 Labors</i>	
Address (Optional):	
<i>(714) 744-9524</i>	
Phone Number:	Email address:

Comments: *Nese sitamos ma caviles*  
*Hay mucho trafico nese sitamos*  
*se hah mas trabajo*

(Space for comments continued on reverse)

Comment:

We need more lanes, there is a lot of traffic, and need more jobs. } 1

## PC-T6

**From:** TARCHI1@aol.com  
**Sent:** Tuesday, June 26, 2012 9:48 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** (no subject)

I am 100% against any 405 lane additions. Until you can convince LA County to widen their freeway, you will have a bottle neck at the northern end. It also amazes me that there is no co-ordination with the current construction process. This lack of fore-thought completely disregards the quality of life of the residents that reside in the construction areas now and in the future.

J. Rocky Tarchione  
 Tarchi1@aol.com

## PC-T7

**From:** Debbie Tenpenny [debbietenpenny@gmail.com]  
**Sent:** Tuesday, June 19, 2012 4:11 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Noise!

I am a home owner in Seal Beach, my home is off Almond in the College Park East neighborhood. The constant pounding and work on the freeway ALL NIGHT long is severely disturbing and intruding on my sleep and quality of life. All my dual panes windows are shut and still the noise and vibration is reverberating through my house. I have been kept awake all night and must now get ready for work. Do I have any rights anymore? Do you not have to comply with noise ordinances? If this were a one time occurrence I old suck it up, but it has been going on, night after night for a month or more with no end in sight. Please advise me of my options, I'm desperate.

Debbie Tenpenny

## PC-T8

**From:** Jon Theriault [jonrtheriault@gmail.com]  
**Sent:** Saturday, June 16, 2012 7:24 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 wall

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for

PC-T8 Continued

the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.

- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts???
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway dogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

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Cont.

PC-T9

To: Smitha Deshpande

July 3, 2012

CalTrans District 12

2201 Dupont Drive

Suite 200

Irvine, CA, 92612

Attn: 405 DEIR/DEIS Comment Period

Subject: Seal Beach College Park East Almond Wall Impacts

We are longtime residents, 1972, of College Park East. We reside on Carnation Circle just off Almond Street which parallels the 405. There has been a lot of debate and comments regarding the potential movement of the sound wall closer to the homes in College Park East. I agree with most of the comments regarding noise, pollution, impact on property values and so on.

However, in this letter I want to note an aspect that has not received any attention, to my knowledge, at this time. Almond is the only access to our cul-de-sac as well as a number of others. During the Seal Beach bridge rebuilding discussions, the issue of emergency access for people South of the 405 became such a serious issue that the plans were revamped to include an emergency third lane during the construction. We live in a very limited access area and many of the residents are seniors. During the wall demolition and movement it is certain that there will be long periods where access is not possible on Almond. This is a serious emergency access safety issue. How is this being addressed? Simple comments to the effect that access will be provided are not adequate. We recently had relatively minor construction on Aster and Basswood where the contractor arbitrarily blocked all access by closing roads and parking heavy equipment on Basswood, Aster, and Almond as well as several other close by streets.

I believe this is matter of such serious impact that a separate study and report is required.

Thank you for your consideration.

*Merlin & Delores Thimlar*  
Merlin & Delores Thimlar

3561 Carnation Circle

Seal Beach, CA 90740

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## PC-T10

**From:** Parmesanahz [parmesanahz@aol.com]  
**Sent:** Sunday, July 15, 2012 3:33 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Opposition to Build JAlternative 3 to the I-405 Improvement Project

To Whom It May Concern:

As a Costa Mesa resident who travels the 405 northbound to get to work AND who uses the Farview bridge very frequently, I strongly oppose the Build Alternative #3 proposed for the Improvement project of the I-405.

Mary Thobe  
 2323 Elden Avenue  
 Costa Mesa, Ca 92627

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## PC-T11



## I-405 Improvement Project Public Hearing

### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Isaac Thomas</u>	
Organization: <u>Let's Labor Local 52</u>	
Address (Optional):	
Phone Number: <u>714-534-1016</u>	Email address: <u>IsaacT25@aol.com</u>

Comments: I believe this would help with the traffic congestion of the everyday driving of people of the community and others who use the I-405.

This would create jobs for the locals of Orange County and others. This would create a economic growth in Orange County for all retailers, due to more consumers spending on their products and services.

This will create jobs for many.

(Space for comments continued on reverse)

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PC-T12

PC-T13

July 14, 2012

Dear Smita Deshpande,

We purchased our home in the College Park East neighborhood of Seal Beach, California 10 years ago. Although we are not one to stand in the way of progress, we are very concerned with the projects proposed for the widening of the 405 freeway. We are most concerned about how the proposed changes will impact our neighbors, our environment and our quality of life in the neighborhood we have chosen to live.

First of all, we would prefer that this project NOT take place at all. We fear all three alternative proposals will have a profound negative impact on the quality of life we currently enjoy. Yes, we too drive I-405 and yes, there are times we are stuck in traffic, but often times this gridlock is a result of traffic accidents. It seems that money could be spent in providing tow-trucks and better paved roads to help with gridlock resulting from traffic accidents. Also, since the widening of the 405 freeway will not continue into Los Angeles County, the traffic will be much worse then it currently is just before the 605 freeway. Are there reports that address this lack of coordination between the two counties and the gridlock that can result? We also fear a dramatic drop in our property value with this freeway widening.

We had hoped that all of this construction was for improving the transitions to and from the 405/605 freeways. Numerous accidents take place at these transitions. In our opinion, the new 7<sup>th</sup> Street overpass did nothing to improve the flow of traffic at these freeway transitions.

If this project must take place, we prefer "Alternative #1" along with ending the project at Valley View. As we understand it, with this plan, the sound wall bordering Almond Ave. would not have to be moved. It is extremely important to us that this wall NOT be moved for the following reasons: loss of street parking/space on Almond Ave, increased noise and air pollution in our neighborhood; loss of vegetation; and loss of parking space.

Before a final decision is made, please consider the profound negative effect this project will have on all the communities adjacent to the 405 freeway. We hope that numerous studies take place such as air quality, noise levels, and the gridlock resulting from traffic merging into fewer lanes.

Please consider all of our concerns before making any decisions.

Respectfully,  
Thomas and Elizabeth Thomas  
4572 Hazelnut Ave.  
Seal Beach, California 90740

From: Donald & Diane Thompson [debryce1@verizon.net]  
Sent: Thursday, July 12, 2012 4:51 PM  
To: Parsons, 405.dedcomments  
Subject: I 405 Improvement

This project is an extremely difficult challenge if not impossible and I do not support it in any way. There are over 15 street bridges and pedestrian bridges that will have to be rebuilt because their supports are all literally directly adjacent to the existing freeway. Or in other words there is not enough distance between the existing 405 right hand lane going south or north and the overpass support to add another traffic lane. Additionally there are major street overpasses (for example, Beach boulevard) that will have be rebuilt in toto because they exist in free space thus impacting travel on those major traffic thoroughfares. Further, there is next to no available surface to enable adding a lane without filling in drainage ditches or digging up existing mounds, or even, such as near the Bella Terra shopping center, building out into space for an added lane since the existing 405 ends with no adjacent empty land, only free space, actions which add to the congestion that will ensue from the activity of creating lane additions. Even further, nearly all the existing freeway on and off lanes occupy all the existing space hence adding a lane would have major impact on these lanes and their access from existing surface streets. It may not seem obvious, but there is already an existing "extra" lane in each direction. Having driven the 405 in traffic congested periods it is interesting to note that the HOV lanes are frequently sparsely occupied. It would seem more reasonable to "create" an extra lane by eliminating the HOV designation and permitting any and all vehicles to use the entire number of lanes, which would in effect amount to 5 lanes in each direction. Not living adjacent to the existing freeway I cannot honestly comment on the impact a lane addition would be to the housing that parallels the 405. I have noted that the great majority of the housing developments are located such that it would appear to require demolition of the existing sound walls and moving them further away from their present location. I have no knowledge of how close the homes are to these sound walls but I suspect that relocating these sound walls would be major impact on the existing residences. I would like to suggest that the commission, or whoever is contemplating this change, investigate the possibility of adding lanes by elevating the HOV lane. There appears to be sufficient space in the center of 405 to introduce the supports for such an elevated roadway such as was done for the I 110. Bottom line to my comment, the present plan of adding a lane is a dream without any possibility of success.

Don Thompson

## PC-T14

-----Original Message-----

From: Donald &amp; Diane Thompson [mailto:debryce1@verizon.net]

Sent: Thursday, June 14, 2012 10:19 PM

To: Christina Byrne

Subject: Re: Attend Tonight's I-405 Improvement Project Public Hearing

Cristina:

I've had some medical problems so I couldn't make the Public Hearing. Do you know if consideration has been given to all the overpasses that have to be rebuilt? I drive that route quite often and recently have looked at the overpasses and nearly all of them have supports which are within 5 or less feet of the freeway that passes by them, on both the South and North sides of the 405. Has anyone given thought to making the existing HOV lanes (north and south) available to all drivers? During periods of congestion there are often less than two or three cars per 1/4 mile in the HOV lane.

Don Thompson

PS: Congratulations on the Valley View bridge. A job well done.

## PC-T15

June 28, 2012

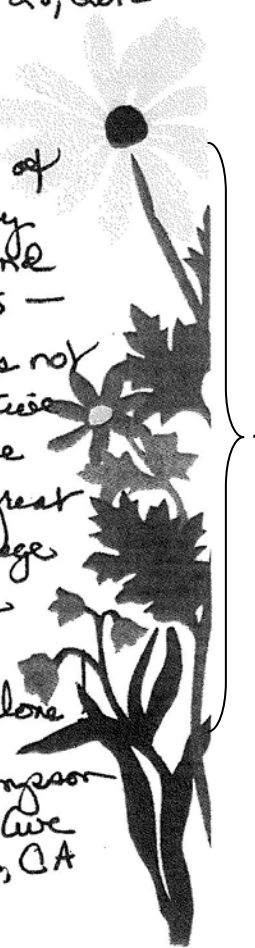
To Whom It May Concern

Being a 46 year resident of College Park East, I firmly object to moving the sound wall to expand the 405 -

In the long run, it is not going to do anything positive to the flow of traffic on the 405 - but it will be a great detriment to all of College Park East, especially those owners on Alameda -

Please leave our wall alone.

Joan D. Thompson  
4133 Fir Ave  
Seal Beach, CA  
562 430-9882





FINAL ENVIRONMENTAL IMPACT REPORT/  
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-T16

From: Lois Thompson [trovlois@yahoo.com]  
Sent: Saturday, June 16, 2012 7:47 PM  
To: Parsons, 405.dedcomments  
Subject: I-405 Improvement Comments

Hello, We attended the public hearing held at the Fountain Valley Senior Center on 6/14/12. The information was presented well and the need for the improvements are well documented. We approve of the improvements and were especially happy at the SB 405 Brookhurst exit. Removing the "Yield" lane and adding a light for turning N/S on Brookhurst is brilliant! Do we really have to wait until 2015 for the improvements to begin?

Thank you for the opportunity to view the project info.

Troy & Lois Thompson  
9791 La Amapola Ave  
Fountain Valley, CA 92708  
949-910-9506  
trovlois@yahoo.com

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PC-T17

-----Original Message-----

From: S. P. THORNTON [mailto:spthornton@gmail.com]  
Sent: Friday, July 20, 2012 4:48 PM  
To: john.moorlach@ocgov.com; Audra.Adams@ocgov.com; PatBates@ocgov.com;  
Bill.Campbell@ocgov.com; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org;  
Janet.Nguyen@ocgov.com; fvcrandall@yahoo.com; lorri@lorrigalloway.com;  
pglaab@cityoflagunaniquel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov;  
jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org;  
citycouncil@cityoforange.org; mayor@garden-grove.org  
Subject: No 405 Toll

Do not add toll lanes on the 405. This is one issue the voters of Orange County will remember!

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.

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PC-T18

Smita Deshpande, Branch Chief,  
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605  
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

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In addition,

Alternative 3 is unacceptable.

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Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Greg Thuneil  
(Name)

990 GROVE PL COSTA MESA, CA 92627  
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

## PC-T19

**From:** Yasmine Tifrit [yazzystar@gmail.com]  
**Sent:** Friday, June 15, 2012 1:22 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Proposed expansion of the 405

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed over only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
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- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
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- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA County/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other

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## PC-T19 Continued

freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.


## Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
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- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

1  
Cont.

PC-T20

PC-T20 Continued



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☒ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JEFF TILSON

Organization: \_\_\_\_\_





Address (Optional): 4157 BANYAN AVE, SEAL BEACH

Phone Number: 562-370-3096 Email address: \_\_\_\_\_

Comments: I understand the need for freeway expansion, however, I am NOT in favor of moving the freeway wall on Almond St in College Park East. The freeway is already loud enough and we need the space on Almond St. to ensure safety for our kids, walkers, & bicyclists in our neighborhood.

Please consider an alternative as the "new" wall will decrease home prices & everyone has →

(Space for comments continued on reverse)

already taken a hit in our home values over the last few years.

LEAVE OUR WALL ALONE!

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:


Ms. Smita Deshpande  
Branch Chief – Caltrans District 12  
"Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

Responses may also be emailed to:  
[405\\_dedcomments.parsons@carsons.com](mailto:405_dedcomments.parsons@carsons.com)

For more information on the I-405 Improvement Project, please contact:  
Christina Byrne, Outreach Manager  
(714) 560-5717  
[www.octa.net/405Improvement](http://www.octa.net/405Improvement)  
[www.facebook.com/405Improvement](https://www.facebook.com/405Improvement)

PC-T21

PC-T21 Translation

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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**Meeting Venue (please check one of the following):**





☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JOSE TINOCO  
 Organization: Labor Local 652  
 Address (Optional): 1210 N. ELAINE DR. SANTA ANA, CA 92705  
 Phone Number: 714.554.0769    Email address: \_\_\_\_\_

Comments:

EMPLEO EN COMERCIO DE CONSTRUCCION  
EL TRAFICO ESTA AUMENTANDO Y SOLO EMPERON  
HAN AGOTADO SUS BENEFICIOS DEL DISEÑO

(Space for comments continued on reverse)

Comment:


Jobs in the construction industry. Traffic is increasing and only worsening. They have depleted their unemployment benefits.

} 1

} 1

PC-T22

PC-T23



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

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**Meeting Venue (please check one of the following):**


☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jose Luis Tirado</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>1602 E 14th Santa Ana Ca 92701</u>	
Phone Number: <u>714-240-6933</u>	Email address:

Comments: The Freeway 405 is a Disaster we need to make it wider.  
The Bridges arent up to code  
Traffic is increasing and only getting worse  
This project would create jobs and revenue for the City and County

(Space for comments continued on reverse)



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
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☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Bert W. Tolbert</u>	
Organization:	
Address (Optional): <u>22551 Chaparral Dr. San Juan, 91350</u>	
Phone Number: <u>(661) 297-5671</u>	Email address:

Comments: too much traffic

(Space for comments continued on reverse)

## PC-T24

**From:** Jean Toole [mailto:tooleshk@pacbell.net]  
**Sent:** Wednesday, June 06, 2012 5:19 PM  
**To:** Christina Byrne  
**Subject:** 405 Freeway Construction Alternatives

We do NOT want Alternative #3 for the 405 freeway expansion.  
 This is extremely detrimental to the City of Costa Mesa.

Jean and Michael Toole

1333 Conway Avenue

Costa Mesa, Ca 92626

## PC-T25

**From:** Jean Toole [tooleshk@pacbell.net]  
**Sent:** Sunday, July 15, 2012 5:05 PM  
**To:** Nguyen, Janet  
**Subject:** Opposition to Alternative #3 of the I-405 Proposed Expansion

We would like to voice my opposition to Alternative #3 of the I-405 proposed expansion. As residents in the Halecrest neighborhood we feel that alternative is NOT a viable option to improve traffic. We know the 73 Toll Road has always struggled to attract commuters because the toll is too expensive and we don't believe alternative #3 will have any different outcome. As a household of two drivers, we would never qualify to use a tollroad, right outside our "door" for free...we would be forced to pay if we wanted to drive on a "public" freeway!!

Also, moving the freeway lanes closer into our neighborhood will adversely impact our quality of life....increased noise and car exhaust will become a continual way of life of us to contend with in our neighborhood and other surrounding neighborhoods. The potential decreased in property values is also a concern, in a time when homeowners are already suffering decreased value.

It will not be easy for commuters to exit this tollroad...what is the impact for businesses and potential decreased revenue for our city?

We see no benefit to us as freeway travelers, homeowners, and citizens of Costa Mesa.

Thank you for the opportunity to express our concerns and opposition.

Michael and Jean Toole  
 1333 Conway Avenue  
 Costa Mesa, California 92626

## PC-T26

**From:** Shaun T [shaunboy55@yahoo.com]  
**Sent:** Friday, June 15, 2012 11:13 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** The proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE

**PC-T26 Continued**

pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

**Proposals:**

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

Thank you for taking the time to listen to my concerns.

Shaun Torbati  
College Park East Resident

**1  
Cont.**

**PC-T27**

**From:** STACI TORBATI [chefstaci3@gmail.com]  
**Sent:** Friday, June 15, 2012 9:20 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Concerns/Comments re: the proposed expansion of the 405

To Whom It May Concern:

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed over only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts???

**1**

## PC-T27 Continued

• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

## Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

Thank You for your time.

Staci Torbati  
College Park East Resident

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Cont.

## PC-T28



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>CARLOS TORRES</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: _____	Email address: _____

Comments: IMPROVEMENT ON THE 405 WOULD BE REALLY GREAT.  
ALL FOR IT!


1

(Space for comments continued on reverse)





PC-T29



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Joe Tames</u>	
Organization: <u>Laber Local 652</u>	
Address (Optional): <u>4041 W. El Rancho Ave FB Orange Ca 92858</u>	
Phone Number: <u>(626) 255-6986</u>	Email address: <u>lupe.tames77@gmail.com</u>

Comments: I strongly believe improving our freeway 405 will help our traffic and help give jobs to our states communities. By improving the 405 we will reduce road rage.

(Space for comments continued on reverse)

PC-T30



## I-405 Improvement Project Public Hearing Comment Sheet

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☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Hector Tescano</u>	
Organization: <u>Laber Local 652</u>	
Address (Optional): <u>1980 Hibiscus St Corona Ca 92882</u>	
Phone Number: <u>(714) 299-8368</u>	Email address:


Comments: if they are not working they can't help keep the economy going

(Space for comments continued on reverse)

PC-T31

PC-T32

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Khuu Tran  
Organization: \_\_\_\_\_  
Address(Optional): \_\_\_\_\_  
Phone Number: 714 589 6419    Email address: Khuu76@comcast.com

Comments: Employment is at an all time low  
- Help increase the flow of traffic during rush hrs.  
- Improvement project will help create jobs

(Space for comments continued on reverse)

**From:** Danielle [danielle27@gmail.com]  
**Sent:** Friday, June 29, 2012 2:23 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** State Route 405 between SR-73 and I-605

In November of 2010 I started a commute from Aliso Viejo to Rancho Dominguez. These comments are based on the numerous frustrating hours I've spent in traffic in both directions.

I'd like to see the option of 2 general purpose lanes in both directions. Based on my 38 mile commute I don't see a need for any carpool lanes that require 2 or even 3+ people. There are portions of my commute where half of the people that should use the carpool lane are in the GP lanes. I'm sure this has to do with the way the carpool lanes back up at every exit into the GP lanes. Needless to say, there are so many more solo commuters on this stretch of interstate.

Adding more GP lanes is the best option - this is California after all, and one thing we don't do well is carpool!

Thank you for taking the time to hear the public's opinion on this matter.  
I look forward to hearing the final decision.  
Regards,  
Danielle Triana

PC-T33

July 15<sup>th</sup>, 2012

Yvonne Troutman  
3810 Daisy Circle  
Seal Beach, CA 90740

Ms. Smita Deshpande, Branch Chief  
CalTrans District 12

Attn: 405 DEIR/DEIS, Comment Period  
2201 Dupont Drive, Ste. 200  
Irvine, CA 92612

Dear Ms. Deshpande:

As a resident of College Park East, Seal Beach I wish to comment on the controversial project to expand the 405. My concerns:

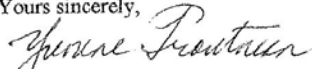
1. Decreased peace and quiet
2. Increased carbon and noise pollution
3. Impact on quality of life
4. Impact on property values

Any sane, intelligent person is aware of the inadequacy of the 405 at this point in time therefore trying to dismantle an expansion is a fool's errand.

But, I do feel strongly that when choices are being considered and voted on, the imperative goal should be minimum impact on real human beings, not abstract taxpayers and homeowners.

I am therefore asking for the most limited expansion possible by leaving the wall intact, in other words, only a one-lane expansion. Anything more would be devastating to this area.

Yours sincerely,

  
Yvonne Troutman

PC-T34

From: William Tuggle [mailto:tug34@verizon.net]  
Sent: Friday, June 29, 2012 5:41 PM  
To: Christina Byrne  
Subject: June 6 Meeting at Westminster

Hi Christina,

I attended the June 6 meeting on the Draft EIR/EIS. I was actually pretty happy until one of the attendees stood up and talked authoritatively about the noise level. He contended that for some reason the replacement sound walls were going to be limited in height. I went back and read in great detail the Draft EIR/EIS on your website and determined that he was mistaken. But after reviewing the document I became concerned about the potential noise increase. If I can resolve my concerns about the noise I will be happy.

After reading the document, I determined the following:

A baseline versus build analysis must be performed to determine if noise impact.

Such a analysis was conducted and determined that there was a noise impact.

Since there is a noise impact, mitigation measures must be incorporated into the project unless such measures are not feasible.

Appendix N was unreadable. You need a PHD in something to understand.

After reading the document, it is not possible to determine how much of the additional noise is mitigated.

After the meeting I talked to the sound guy outside. We looked at where I lived and determined that after the mitigation efforts were completed, the noise level at my house would be greater. This bothered me, I recognize that for the good of the public interest the project should proceed, but, why should I and other residents living in the corridor bear the total negative burdens of the project? For the next 5 years or so, I get to be negatively impacted by the bridge construction disruption, construction noise and then are faced with years of increased

1

## PC-T34 Continued

traffic noise. If mitigation efforts are planned to be implemented, why is the noise level at my house not at least the same as it was before the project?

My comments are as follows:

You need to demonstrate to the public the noise impact. I can not tell from reading a report whether I can live with the noise level increase or not. I need to experience it.

In the aggregate you should be able to answer the question are the residents living in the corridor going to be faced with more noise after mitigation efforts than is now experienced?

If the answer to this question is yes, how much additional cost would be required to mitigate the noise to the level currently experienced by residents living in the corridor?

What is feasible can be subjective. The cost data requested above should be provided so that increasing the mitigation efforts beyond what is assumed in the document can at least be debated?

Regards,

Bill Tuggle

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## PC-T34 Continued

including the potential right-of-way impacts. This is a time consuming effort because we will be looking at 13 other environmental topics in addition to right-of-way and trying to avoid, minimize, or mitigate as many potential impacts as we can.

The draft environmental documents will be circulated to the public and the public will have the opportunity to learn about the impacts and provide comments and input on the project. Our target is to have the draft environmental documents available in late 2011. Again, we appreciate your interest and look forward to your input when the draft environmental document is available.

We are not trying to deceive the public in any way. Unfortunately, the environmental process has very specific steps that must be followed and they take time.

Please let me know if you would like any additional information.

**Christina Byrne**  
Community Relations Officer  
OCTA  
550 S. Main Street  
Orange, CA 92863  
714.560.5717  
714.560.5795 FAX

**From:** William Tuggle [mailto:tug34@verizon.net]

**Sent:** Wednesday, June 09, 2010 9:42 PM

**To:** Christina Byrne

**Subject:** Re: Meeting at Westminster follow up

Hi again Christina,

I decided to take two drives on the 405 freeway south from Bolsa Chica to Springdale to assess for myself what the addition of two lanes would do to this stretch of the freeway. On my first drive, I drove in the car pool lane and determined that there is no room for expansion here, the car pool lane already runs right next to the concrete center divider. I then drove this stretch again, but drove in the far right lane and determined that there is no way two lanes could be added without requiring the sound wall to be moved assuming that a shoulder would be still be required for emergency purposes. Also, I could easily identify 3 homes that would have to be destroyed under the two lane alternative. Milan street would also definitely be negatively impacted. If I can do this, your agency has to already know that this area as well as others under the two lane alternative are going to be negatively impacted. I recognize that you may not be able to identify every house that will be lost due to right of way issues but it is clear to me that you could identify stretches of the freeway where homeowners are at risk pending completion of the study.

2

I can only conclude that your agency does not want to do this because it wants to reduce the amount of time homeowners have to resist the plans.

Sorry for being such a pain, but I live in an area that is very likely going to be negatively impacted due to the project if it goes forward. If you lived in such an area, I doubt that you would care very much for the process either.

Bill

On 6/9/10 3:31 PM, "William Tuggle" <tug34@verizon.net> wrote:

Hi Christina,

Thanks for your response to my questions. The information provided is helpful. That being said, I struggle to understand why potential right of way impacts are not currently available. How alternatives can be developed that don't somewhat identify these potential right of way impacts is beyond me. It would seem that you would have to have some kind of idea about these potential problem areas to develop funding alternatives. Waiting until the environmental

3

On Jun 28, 2010, at 8:35 AM, Christina Byrne wrote:

Mr. Tuggle,

There are a number of engineering steps that are being considered to minimize right-of-way impacts, these include;

Design to standards and consider:

- Building to the right-of-way line
- Only building required auxiliary lanes
- Reducing carpool lane buffer
- Moving the centerline of the freeway

Adjust design and seek possible exceptions to standards to reduce:

- Shoulder width
- Carpool lane width
- General purpose lane width

In addition to preparing engineering plans for all of the alternatives being considered, OCTA and Caltrans is preparing the environmental document for the project. The environmental documents will disclose all of the environmental impacts to the public,

**PC-T34 Continued**

phase is complete to identify these potential right of way impacts does not seem reasonable to me. More mature information could be provided at this time, but it seems to me that this would be to late in the process for homeowners to do anything about it. I can only conclude that this might be your agencies plan.

Thanks again for the response, I really appreciate your effort. Also I don't envy your job, dealing with potentially unhappy homeowners can't be fun.

Regards,

Bill

On 6/9/10 1:49 PM, "Christina Byrne" <[cbyrne@octa.net](mailto:cbyrne@octa.net)> wrote:

Mr. Tuggle,  
Thank you for your kind remarks regarding our meeting last night.

Attached you will find materials from the series of public meetings we had last Fall on the I-405 Improvement Project to launch the beginning of the environmental phase. Hopefully they can address most of your questions. In regards to the Mayor's comments, several years ago the initial freeway proposal proposed a more significant widening that would impact numerous residents in Westminster. The City was strongly opposed to this proposal and the alternatives were modified to stay generally within existing right of way.

Information regarding right-of-way impacts, including potential property acquisitions, will be included in the Draft environmental document and will be circulated to the public. However, it is only during the final design phase, after approval of the Final EIR/EIS, that the properties to be acquired would be finally determined. We understand how residents are frustrated because this process is very long.

The next formal opportunity for public comment is Late 2011 when the draft environmental document will be available.

The I-405 Improvement Project environmental phase must be complete before the project moves forward to design, right of way and construction.

**Alternatives:**

**Baseline Alternative (No Build)**

- No additional lanes or interchange improvements

**Build Alternative 1: Add One General-Purpose Lane in Each Direction**

- Adds a single general-purpose freeway lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements for some interchanges within the project limits

**Build Alternative 2: Add Two General-Purpose Lanes in Each Direction**

- Adds two general-purpose lanes in each direction
- Two lanes in each direction will extend from Euclid Street to the I-605 Interchange

**Build Alternative 3: Express Facility Alternative**

- Adds one toll lane to the existing carpool lane that will be managed together (Federal Highway Administration tolling authority required)

- Adds a general-purpose lane in each direction north of Euclid Street to I-605

**Build Alternative 4: Localized Improvements**

- Adds one additional general-purpose lane at various locations and improves various interchanges between Euclid Street and I-605 on I-405

**The Transportation Systems Management (TSM)/Transportation Demand Management (TDM)/Mass Transit Alternative**

- Involves low-cost operational improvements and not major capital projects

The first two build alternatives came out of the I-405 Major Investment Study and were approved by the OCTA Board of Directors in 2005. Following the MIS, OCTA and Caltrans conducted a Project Study Report, which concluded in 2008 and brought forward two alternatives for public consideration. (Alternatives 1 and 2 – listed above). A revised project cost estimate of \$1.2 to \$1.7 million was also included in the PSR. The second two build alternatives were added in January 2009 by the Board in light of the current economic climate and a decrease in available funds.

Currently, all of these build alternatives are generally within the right-of-way. During the EIR/EIS, environmental and preliminary engineering analyses will be completed to identify the alternative that will meet the existing and future transportation needs for the corridor.

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**PC-T34 Continued**

Schedule:

Notice of Preparation/Notice of Intent Sept. 2009  
Scoping Meetings Sept./Oct. 2009  
Draft Environmental Document Late 2011  
Final Environmental Document Mid 2012  
Notice of Determination (NOD)/Record of Decision (ROD) Late 2012

**Christina Byrne**

Community Relations Officer  
OCTA  
550 S. Main Street  
Orange, CA 92863  
714.560.5717  
714.560.5795 FAX

**From:** William Tuggle [<mailto:tug34@verizon.net>]

**Sent:** Tuesday, June 08, 2010 10:35 PM

**To:** Christina Byrne

**Subject:** Meeting at Westminster

Hi Christina,

Just wanted you to know that I thought that the project boards, the technical staff, the presentation and the Q & A at the end of the presentation helped me gain a very good understanding of the project that is going to be started shortly. I am not sure that this format would work with a significantly larger audience, but it seemed to work well for the size of the audience at Westminster. The main impact to me is going to be traffic disruption.

Unfortunately, my main concern was not the project that was reviewed at the meeting, but the I-405 project that requires more study. The presenter said that he did not know the impacts of the study, yet Mayor Rice said that there were problems with the studies. If we don't know the impact, how can there be problems?

What I would like to know is the impact to the homes and roads running from where Bolsa Chica and the 405 intersect south to where Milan St starts and runs parallel to the 405 through the end of Quincy circle which also runs parallel to the 405 freeway. I understand that there may be noise issues that you are monitoring. My main concern is not the noise, but potential impacts to property owners resulting from either the reduction of lot size or the loss of homes to the project. Also I would like to know the potential impact to any city streets, specifically Milan Street resulting from the project. What can you tell me about these questions/concerns?

I understand that depending on which option is picked the impact could be different?

Regards,

Bill Tuggle

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## PC-T35

From: Roger Tyler [mariloutyler@yahoo.com]  
 Sent: Tuesday, July 17, 2012 8:33 AM  
 To: Parsons, 405.dedcomments  
 Subject: Noise analysis etc.

Reviewing the noise analysis results in several questions regarding your assumptions.

1) it is assumed that the primary noise sources are at 6 feet or less from the road surface. However i've notice that the exhaust stacks of diesel and other tractors are significant higher and in some areas are higher than existing sound walls. Since these vehicles travel in the outboard lanes closest to residences and generate the most low frequency noise which are perceived by body and structural vibrations rather than heard ( A-weighting sharply attenuates these frequencies) , what is being done to reduce this effects?

2) In the calculations and measurements, the data acquired seems to represent a relatively small sample in terms of weather conditions and traffic density, as measurement were made under "summer" environments with reduced traffic flows due to school breaks and reduced truck traffic. The areas along the 405 are often subject to low cloud and inshore breeze affects which tend to reflect sound into neighborhoods and transmit it farther inland. How is this being accounted for?

Also, since the measurements were made with major vegetation (trees and shrubs) and exposed dirt areas in place between and adjacent to existing residences, how is this effect factored into these analyses. Since these attenuators and absorbers will be removed as part of this construction, and replaced with hard concrete surfaces, where is this effect considered? What provisions are being incorporated into all the new constructions, center dividers , walls, bridges etc. to absorb and dissipate the noise instead of just block or reflect it?

3) Where is the source considered to be for the "line source" analysis, at the center divider or the most outer most traffic lane? How are you accounted that in some areas you are moving noise sources between 12 to 30 feet closer the residential and business structures? Also, most of the analyses assume that buildings will absorb the traffic noise, what consideration has been made to the fact that at lot of these structures will reflect and deflect the noise sources. How are noise walls to be placed to reduce or eliminate this affect? How are the noise wall installations being selected so that they do not contribute to such and beam noise into areas that were not affected before?

4) How are the sound walls to be adjusted based upon the present freeway configuration. Are sound wall heights to be based upon installed height above the ground level where installed or based upon the actual height of the center of the freeway? Note, in some areas of Huntington Beach and Westminster the present freeway median is higher than the adjacent sound walls or residential walls.

Reviewing Options 1 through 3

1) Re Option 3 with the "fastrak lanes" present selected locations of egress/ingress are located right adjacent to some of the major interchanges funneling traffic from the adjacent cities onto the freeways. These ideas are unsafe , as they are already bottleneck areas for existing merging traffic and will be a major accident source due to traffic attempting to merge at significantly different speeds.

2) I did not notice a build plan sequence or schedule for the intersection rebuilds and bridge replacements. How is the interaction effect on municipal street traffic going to be mitigated during the construction phase, to avoid major jams on local surface streets?

Roger Tyler , resident of city of Westminster.

## **RESPONSE TO PUBLIC COMMENTS (PC)-T**

### **Response to Comment Letter PC-T1**

#### **Comment PC-T1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. Please see Common Response – Elimination of LRT and BRT Alternatives.

#### **Comment PC-T1-2**

Please see Response to Comment PC-T1-1.

### **Response to Comment Letter PC-T2**

#### **Comment PC-T2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-T3**

#### **Comment PC-T3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There are no improvements proposed that would go into Los Angeles County, except for signing and striping associated with transitions between the Express Lanes in Alternative 3 and the HOV lanes in Los Angeles County. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

No structures constructed as part of the WCC Project will be replaced as part of this project. The structures were designed to accommodate the additional lanes proposed for the I-405 Improvement Project.

**Comment PC-T3-2**

Please see Common Response – Opposition to Tolling.

**Comment PC-T3-3**

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

**Response to Comment Letter PC-T4****Comment PC-T4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-T3-1.

**Comment PC-T4-2**

Please see Common Response – Opposition to Tolling.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

**Respuesta a la Carta De Comentario PC-T5****Comentario PC-T5-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative



Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-T5**

#### **Comment PC-T5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-T6**

#### **Comment PC-T6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

There has been extensive coordination between the current WCC Project and the proposed I-405 Improvement Project. For example, no structures constructed as part of the WCC Project will be replaced as part of this project. The structures were designed to accommodate the additional lanes proposed for the I-405 Improvement Project. All new mainline freeway pavement would be added on outside of the freeway, thereby simplifying construction of the proposed new lanes. Additional improvements will be added at local street interchanges as part of the I-405 Improvement Project to accommodate additional traffic expected during the lifetime of the proposed project. These additional improvements would add to the improvements as part of the WCC Project.

### **Response to Comment Letter PC-T7**

#### **Comment PC-T7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

### **Response to Comment Letter PC-T8**

#### **Comment PC-T8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

### **Response to Comment Letter PC-T9**

#### **Comment PC-T9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

### **Response to Comment Letter PC-T10**

#### **Comment PC-T10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

## **Response to Comment Letter PC-T11**

### **Comment PC-T11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

## **Response to Comment Letter PC-T12**

### **Comment PC-T12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Comment PC-T12-2**

Some of the traffic congestion on I-405 within the project area is nonrecurring congestion, such as that caused by traffic accidents; however, as the analysis of existing traffic conditions presented in the Draft EIR/EIS shows (see Tables 3.1.6-4, 3.1.6-5, 3.1.6-6, 3.1.6-7, and 3.1.6-8), there is recurring (daily) congestion that is the result of traffic demand for the freeway exceeding its capacity. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and 3.1.6-12 through 3.1.6-14.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Comment PC-T12-3**

Coordination occurs regularly between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach regarding projects that cross county lines. Please see Common Responses – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach and Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-T12-4**

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-T12-5**

The new 7<sup>th</sup> Street overpass referenced in the comment is not part of the I-405 Improvement Project; it is part of the WCC Project.

**Comment PC-T12-6**

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-T13****Comment PC-T13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Comment PC-T13-2**

The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

**Comment PC-T13-3**

Moving soundwalls will involve demolishing the existing soundwall, adding the new lanes, and building a new soundwall. Depending on the distance of the various construction activities to the residences, there would be different levels of construction-related noise and vibration impacts. Construction noise and vibration impacts are temporary.

Once details of the construction activities become available, calculations will be conducted to determine the noise and vibration impacts from various construction phases and the appropriate mitigation measures. Noise and vibration measurements will be conducted during construction to confirm the effectiveness of the mitigation measures. Detailed noise and vibration mitigation

measures and monitoring procedures will be specified in the Noise and Vibration Construction Mitigation and Monitoring Plan.

Please also see Common Response – Noise/Noise Analysis for additional information regarding policies and procedures used in the traffic noise analysis.

**Comment PC-T13-4**

An elevated freeway alternative in the center of I-405 was eliminated early in the project development process during the MIS. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-T14**

**Comment PC-T14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The clearance on each direction of I-405 under the existing bridges is shoulders that are requirements from Caltrans for refuge areas in case of emergency and enforcement. In most cases, the existing shoulder widths at the bridges are substandard. The project will include full standard shoulders as part of the necessary replacements of the overcrossings.

**Comment PC-T14-2**

The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

**Response to Comment Letter PC-T15**

**Comment PC-T15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-T16****Comment PC-T16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T17****Comment PC-T17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

**Response to Comment Letter PC-T18****Comment PC-T18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

**Comment PC-T18-2**

Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-T19****Comment PC-T19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

### **Response to Comment Letter PC-T20**

#### **Comment PC-T20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

### **Respuesta a la Carta De Comentario PC-T21**

#### **Comentario PC-T21-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-T21**

#### **Comment PC-T21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-T22**

#### **Comment PC-T22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T23****Comment PC-T23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T24****Comment PC-T24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-T25****Comment PC-T25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Comment PC-T25-2**

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and



California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

**Comment PC-T25-3**

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-T25-4**

Please see Common Response – Impacts to Businesses.

**Response to Comment Letter PC-T26**

**Comment PC-T26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

**Response to Comment Letter PC-T27**

**Comment PC-T27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

**Response to Comment Letter PC-T28****Comment PC-T28-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T29****Comment PC-T29-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T30****Comment PC-T30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T31****Comment PC-T31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-T32****Comment PC-T32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your support of Alternative 2. The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

### **Response to Comment Letter PC-T33**

#### **Comment PC-T33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Future traffic noise levels are predicted for free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

#### **Comment PC-T33-2**

Reasonable and feasible soundwalls will be constructed, if they are not objected to by the benefitted residences, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

#### **Comment PC-T33-3**

Project effects on the quality of life are dependent on perspective. For example, the substantial reduction in travel times reported for the build alternative would be an improvement in the quality of life for the 455,000 and 512,000 average annual daily traffic between SR-22 and I-605, in 2020 and 2040, respectively. The project cannot satisfy all of the residents in Orange County, but as described in Response to Comment PC-G33-2, Caltrans and OCTA have made an honest effort to reduce impacts to quality of life based on the public comments received from the cities and residents in the corridor cities. It should also be noted that adding capacity does not induce travel, but it does draw trips diverted by congestion back to the freeway.

#### **Comment PC-T33-4**

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans

has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-T33-5**

Thank you for your comment.

**Response to Comment Letter PC-T34****Comment PC-T34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls are evaluated for acoustic feasibility in accordance with State and federal guidelines, which include Caltrans' Traffic Noise Analysis Protocol and the NAC of Federal Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772).

Traffic noise impacts are evaluated under federal NEPA and state CEQA requirements. In accordance to the federal guidelines, the highest hourly average future traffic noise levels must be predicted and compared to the traffic NAC. If the predicted future noise levels approach or exceed the criteria, then noise abatement measures must be evaluated. Under the state CEQA requirements, the predicted future traffic noise levels are compared to the existing noise levels to determine if there would be an impact. If the future noise levels at an area are higher by 5 dB, then that area is considered impacted and noise mitigation measures need to be evaluated.

Once the need for the soundwalls is identified, then they are evaluated to determine if they are both feasible and reasonable and, if they are, then they have been recommended as part of the project. A soundwall is considered feasible when a 5-dB noise reduction can be achieved. Reasonableness included several factors, but the main ones are cost effectiveness and view point of the benefited residences.

There are two types of noise barriers "replacement in-kind" as part of the design features for this project. The first in-kind replacement occurs when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The second in-kind replacement is needed where parts of an existing overpass embankment that blocks traffic noise in the existing setting has to be removed.

For this project, there were instances where traffic noise levels will increase and increasing the height of an existing soundwall is not proposed. In accordance with Caltrans' Traffic Noise Analysis Protocol, existing soundwalls could only be replaced by higher soundwalls if an additional 5-dB noise reduction can be achieved. Soundwalls have a "diminishing margin of return" once the line-of-sight to major sources of traffic noise have been cut or blocked; major sources include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. Most of the time, increasing the height of a 10- or 12-ft-high soundwall to the maximum height of 16 ft would not provide an additional 5-dB noise reduction. This is the main reason why the heights of some existing soundwalls were not increased or were replaced in-kind at a new location at the original soundwall heights. Before a reasonableness determination can be made, feasibility – providing 5 dB of traffic noise reduction – must be achieved for at least one frequent outdoor use area. Residences behind existing soundwalls for which feasibility could not be attained by raising the existing soundwall are not counted as benefitted residences, and construction costs for raising the soundwall are not calculated.

A Noise Study Report has been prepared for the project in accordance with the Caltrans template, which its use is mandatory. Appendix N is a summary of the data from the Noise Study Report. Perhaps it would be easier to review the Noise Study Report, which is more comprehensive and has extensive explanations.

Figures and tables in the Noise Study Report clearly show the existing, no build, and build noise levels for various acoustically representative locations along the proposed project. There will be slight traffic noise increases in some areas along the proposed project. The Noise Study Report shows the estimated noise increases for each area.

During the final design, once details of the construction activities are determined, a construction noise and vibration measurement and mitigation plan will be prepared, which will outline the appropriate mitigation measures to eliminate or minimize construction noise and vibration impacts. Noise and vibration monitoring will be conducted during construction to verify the effectiveness of the mitigation measures and to consider additional mitigation measures if noise or vibration limits exceed the specified limits.

**Comment PC-T34-2**

Please refer to the Appendix for Layouts L-20 and L-21. Note that the proposed concrete barrier in the median was shifted to balance the lanes on either side of I-405 to avoid impacting the homes and at the same time provide two additional lanes in each direction.

**Comment PC-T34-3**

The potential ROW impacts are disclosed in Section 3.1.4.2 of the Final EIR/EIS and identified in the Layout Plans (Final EIR/EIS Appendix P). Costs have also been estimated and included in the total project costs.

**Comment PC-T34-4**

We appreciate the comment. The “traffic disruption” referred to in the comment refers to construction disruption from the WCC Project, not the I-405 Improvement Project.

**Comment PC-T34-5**

Impacts to streets, such as Milan Street, within this reach of I-405 will be minimally impacted. The project balanced the lanes required with avoidance of impacting residential properties between Bolsa Chica Road and Springdale Street.

**Response to Comment Letter PC-T35****Comment PC-T35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

FHWA’s TNM 2.5 was used for the traffic noise computations. TNM 2.5 inputs are based on a three-dimensional grid created for the study area to be modeled. All roadway, barrier, terrain lines, and receiver points are defined by their x, y, and z coordinates. Roadways, terrain lines, and barriers are coded into TNM 2.5 as line segments defined by key points. Three noise source heights of zero, 5, and 12 ft were used in the traffic noise analysis for tire, engine, and truck stack exhaust, respectively. TNM has a module to check for line-of-sight. This module was used for all of the recommended soundwalls to identify the minimum soundwall height that is needed to cut line-of-sight to the top of the truck stacks.

It is true that wind, temperature gradients, and humidity could affect sound propagation at distances of 400 ft or more from roadways. The noise measurement locations, as well as the areas where predicted traffic noise levels were analyzed, were within a band close enough to the

source where these factors are not significant. The wind turbulence from the freeway traffic would be large enough to disrupt the laminar winds that would affect the speed and path of sound from the adjacent freeway. Soundwalls are effective for areas that are adjacent to the freeway; however, soundwalls are not as effective for areas that are set back from the freeway by several building rows.

Noise measurements are conducted at acoustically representative sites to determine the existing peak-hour traffic noise levels and calibrate the computer model. TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations to validate the accuracy of the model. Traffic volumes were counted during each measurement period and were input into the model. Weather conditions during the noise measurements are also input into the model during validation. Modeled and corresponding measured sound levels were then compared to determine the accuracy of the model and if additional calibration of the model was necessary.

Once the traffic model is calibrated, the future traffic volumes that would generate the highest noise levels are used to predict the traffic noise impacts. If the predicted future worst-case hourly noise levels are approaching or exceeding NAC, then noise barriers are considered as possible abatement. It needs to be emphasized that the existing measured noise levels are not used for determining the future traffic noise impacts.

Effects of dense vegetation that can influence noise propagation characteristics were also coded in the model for the purpose of calibration, as well as estimating existing and future no-build traffic noise levels; however, they were deleted from the model in the future build condition if it was determined that they would be eliminated as a result of the proposed project. This is the required procedure to calibrate the model for the existing field conditions and then use the model to predict the future traffic noise levels with the project in place.

Line sources were modeled for each traffic lane. Within the existing project corridor, there is always one carpool lane and four GP travel lanes. The four GP lanes were further classified as two “inner” and two “outer” lanes. Two line sources were used for the GP lanes with one for the “inner” and one for the “outer” lanes. Line sources that represent two travel lanes are placed between the center lines of the lanes. Most other travel lanes throughout the project were modeled as a single line source. For each of the build alternatives, each of the travel lanes that would be added by the project was added to the model as additional line sources.

The propagation path between the source and receiver is modeled in TNM 2.5 by specifying special terrain features, rows of houses or building structures, and existing walls. Propagation of noise can be further specified by selecting ground types such as hard soil, loose soil, pavement,

lawn, and field grass. All other natural obstructions, such as cuts and fills that could affect the future predicted noise levels, were also included in the input files.

Project drawings that include elevations of various traffic lanes, as well as the topographical data that show elevations at the ROW line and frequent outdoor use areas, were used to prepare TNM input data. Soundwall heights from the ground level were determined using the model to achieve feasible noise reduction at receiver locations.

**Comment PC-T35-2**

Operations of the intermediate access areas are evaluated in the Draft EIR/EIS on page 3.1.6-98. Each intermediate access area has a different design that will be finalized during final design of the project.

Please see Common Response – Comparison of Tolled Express Lane Operation of SR-91 versus I-405.

**Comment PC-T35-3**

A conceptual TMP has been developed for the maintenance of traffic during construction. The details of the TMP will be finalized during final design. The TMP is discussed in Section 3.1.6 of the Draft EIR/EIS, principally on page 3.1.6-107.